

CHAPTER 14

FUTURE LAND USE AND THOROUGHFARE PLAN

2025

2015

2005

1995



Land Use & Thoroughfare Plan

This chapter presents future land use and thoroughfare objectives and strategies for each of the Sub-Areas of the Troy community. These areas are shown graphically on the Future Land Use map, which is included as Figure 14-1, at the end of this chapter. These Sub-Areas, or units, simply divide the City's future planning areas by the four quadrants: NW, NE, SW, & SE. Larger print maps are provided for these maps; see Figures: 14-2 through 14-5, Planning Sub-Area maps at the end of this chapter. Immediate development pressures pertaining to land use and road networks are addressed in this discussion.

The goal of Chapter 14 is to provide a long-term guide that can direct where sustainable residential and non-residential growth should occur. As development decisions are made, the map and text of the Sub-Areas should be used as a reference. Private investors should likewise use this information as guides relative to City support of development proposals.

Building upon existing land use patterns, the general future development for each Sub-Area is planned by balancing supply and demand in the Troy community. Because of the long-term planning involved, each development in a Sub-Area needs to reconcile with the various growth measures and suitability of the land. Seeking balanced growth for the community, development should fulfill specific needs as reflected in this Comprehensive Plan and supporting studies. Sufficient tax revenues, for example, need to be generated from non-residential development to support residential services, since residential development generally does not support itself. Likewise, a sufficient amount of undeveloped land is desired to ensure development opportunities continue to exist. For example, upon future annexation of farm land that is not ready or needed for development at a given time, the Agriculture Zoning District can be the holding zone until property owners seek to develop their land.

Residential Development

Areas indicated on the Future Land Use map (Figure 14-1) as suitable for residential development must meet the supply and demand of the Troy community, including appropriate housing types and densities. Based upon the existing residentially zoned areas, the community has approximate 1,300 homes in its housing inventory, which is equivalent to approximately nine years at the current growth rate. The vast majority of the housing supply consists of lots with approximately 9,000 square feet or less. Seeking a diverse housing stock, in the near term the City of Troy does not support future zoning of land for additional lots of this size or denser residential districts for the purpose of developing new single-family housing. Consistent with the GEM Study (Appendix B), there is a need for upper-end housing stock to provide for move-up housing of existing and new residents. Upper-end housing will improve the economic condition as well as the fiscal stability in the City. Attracting and retaining residents with

higher income will then provide support to the income tax base and diverse housing stock.

Additionally, the community seeks to increase homeownership by balancing the ratio between rental properties versus owner occupied properties (See Chapter 4 & 13). The City of Troy does not need to support the rezoning of land to accommodate additional multiple-family development unless such development fulfills a related initiative or strategy, such as clustered residential development with mixed densities and housing types under a planned development district. Multiple-family development proposals need to submit a non-biased market study as evidence of demand for the proposed product in the community.

A mixture of residential units and densities under a planned development district is desired. Planned developments are encouraged as a flexible tool to meet the community's gross density needs, while providing a creative site development plan with a mix of residential units, densities, and housing values within individual developments. Other objectives that should be addressed by planned developments include: preservation of any natural features such as woodlands, stream corridors, ravines; multi-modal connectivity for vehicles, accommodations for pedestrians and bicycles; full application of new urbanism principles (see Chapter 13 and Glossary of Terms); use of clustered/open space development to preserve open space (Conservation Design); and mixture of uses and densities.

Future Land Use Categories

Residential – Urban residential served by public utilities and with proper storm water drainage. Densities range from 5 acres to 3,000 square feet to the unit depending upon the zoning district found in the Troy Zoning Code.

Neighborhood Commercial District – Non-residential compatible uses including: retail, service and office uses that serve the daily needs of the consumers in nearby neighborhoods.

Commercial – Located on major thoroughfare networks. Auto oriented retail, services, and office uses that serve daily and weekly needs of consumers from throughout the community; includes off-street parking; should have pedestrian links to adjacent neighborhoods.

Industrial – Manufacturing including light and heavy assembly, production and industrial processing, warehousing and distribution; requires road access (not necessarily rail).

Parks and Open Space – Includes schools, recreational facilities, private and public parks, greenways, and flood plains.

Northeast Sub-Area

Proposed General Development Pattern

In accordance with the Future Land Use & Thoroughfare Plan, the Northeast Sub-Area is bounded by the Great Miami River east of Duke Park and north of East Main Street (SR 41). This area also includes Planning Areas 78, 80-90 in the 1998 Miami County Comprehensive Plan and Planning Areas 57-65 in the 1989 Troy Comprehensive Development Plan Update.

Land Use

As previously indicated in the 1989 Troy Comprehensive Plan Update, low density residential is the primary future land use designation for the Northeast Sub-Area with a few neighborhood commercial districts located at Piqua-Troy and Troy-Urbana Roads and along SR 55.

Because of the uniqueness of the land adjacent to the City's highest concentration of residential neighborhoods to the south, the land area north and south of the proposed urban connector should be planned comprehensively. Existing natural resource areas such as flood plains, slopes, stream corridors, and wooded areas should be identified and preserved with the proposed development. As indicated in Chapter 13, parks and open spaces should be commensurate with the future development types and densities, which are to be coordinated with the City's Park Board.

Following previous comprehensive plans, the desired future residential development for this area is low-density residential, due to both the characteristics of the land and the adjacent uses to the south. The existing road network cannot support unrestricted or increased numbers of similar residential densities. With future improvements to the road network, however, higher densities could be accommodated.

Future residential development should be commensurate with the changing needs of the Troy community, as reflected in the Comprehensive Plan. To achieve the City's desired housing diversity, a low density designation of 2.178 units an acre translating to a minimum of 20,000 square feet lots are needed. However, higher densities and housing diversity can be encouraged for the Northeast Sub-Area, if accomplished through a planned development district. A well-planned development incorporating mixed uses with various densities could also contribute to the housing goals of this Comprehensive Plan.

The Staunton Tributary and the floodplains of Spring Creek and the Kidder Ditch will require extensive storm water control planning prior to any new development. This land area necessitates drainage issues be addressed upfront, and adhere to existing storm water management regulations. Other existing natural features such as ravines, streams and ponds, and woodlands should be preserved wherever possible, and be integrated with the future development.

The Northeast Sub-Area does indicate Neighborhood Commercial uses at the intersection of Piqua-Troy and Troy-Urbana Roads, and at the intersection of Troy-Urbana Road and the proposed north-south connector. As defined earlier in this chapter, the Neighborhood Commercial District is intended to serve the daily needs of consumers in nearby neighborhoods and not compete unduly with the existing community service area at the Sherwood Plaza on North Market Street. The Neighborhood Commercial District for each of the mentioned intersections should be less than 5 acres with a Floor Area Ratio (FAR) of 0.1 (See Glossary for FAR). Based upon the developing needs of the City, an increase in either acreage and/ or FAR may be proposed, but only through a planned development district incorporating a “town center” (See Glossary for Town Center) or mixed use concept.

Transportation

The major roadways in the Northeast Sub-Area are SR 55, SR 41, and CR 202. The area lacks a major roadway corridor that would reduce truck traffic from the downtown area, and improve cross-town traffic from the Northeast residential areas to the commercial areas on the west side of Troy. The new roadway is expected to allow access from the Lytle Road area near CR 25A, crossing the Great Miami River, and extending to CR 202. The City of Troy has separated this new roadway into three (3) separate segments, recognizing that construction of the entire roadway and bridge at one time may exceed the financial capabilities of any one funding source. The bridge in this new roadway ideally would be scheduled for completion prior to the reconstruction of the Adams Street bridge. Staging the bridge projects in this order will ensure that there are always two river crossings available for Northeast Troy residents.

The new road corridor is expected to be an arterial roadway designed with a minimum of eighty (80) feet of right-of-way and with no direct driveway access to adjacent residential properties. The alignment of this new roadway has not been finalized, but it is anticipated to line up with, or connect to the proposed new bridge over the Great Miami River. The location of the bridge is currently being reviewed, and an engineering feasibility study is underway as of 2004.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Northeast Sub-Area follows:

15 - Northern Connector Bridge over the Great Miami River extending to Troy-Sidney Road. This new bridge over the Great Miami River will improve traffic flow between the northeast and northwest segments of town. The bridge is also expected to be completed prior to the replacement of the Adams Street bridge. A feasibility study was started in 2004 to determine the best location for the bridge, and the route to connect to Troy-Sidney Road.

16 – Northeast Connector from Troy-Sidney Road to Troy-Urbana Road, including the realignment and cul-de-sacs of DeWeese Road and a new bridge over CSX. This extension of the new roadway described in Items 15 and 17 will provide a more direct route for traffic flow between the northeast and northwest segments of the City.

17 – Northeast Connector from Troy-Urbana to Old Staunton near SR 202. This will complete the roadway segments identified in Items 15 and 16 and bring traffic around, creating a new loop roadway.

18 – Realign Troy-Urbana Road at Troy-Piqua Pike. Elimination of the poor site conditions and improving visibility will be the outcome of this improvement.

22 – Sayers Road Improvements. Poor alignment can be improved.

33 – Polecat Road/Troy-Urbana Road intersection improvement. Providing an intersection with more of a right angle will improve visibility at this intersection.

34 – Intersection improvements at Cathcart and Troy-Urbana Roads. Providing an intersection with more of a right angle will improve visibility at this intersection.

35 – Relocate Eldean Road with a new CSX overpass. The low clearance that exists at the current underpass is an impediment to traffic flow.

36 – Eldean to “South” Troy-Sidney/Riverside Drive. This new roadway will improve access between the northeast and northwest sections of town and will provide access to I-75 if a new intersection is built at Eldean Road.

37 – Lee Road connection to new connector road. Necessary to help neighborhoods with access to the new connector roadway.

42 – SR 202 to SR 55. As the northeast connector road is built, a connection between SR 202 and SR 55 may become necessary.

43 – Adams Bridge reconstruction. This bridge is a Miami County bridge and the County Engineer’s Office will be reconstructing the bridge. Funds are preliminarily planned for this project in 2010 or 2011.

Northwest Sub-Area

Proposed General Development Pattern

The Northwest Sub-Area is bounded west of the Great Miami River, Adams Street bridge and McKaig Road; south from CR 25A and Farrington Road; and east of Forrest Hill and Stillwell Roads. This area represents Planning Areas 45, 50, 68-77, & 79 in the 1998 Miami County Comprehensive Plan and Planning Areas 1-11, 48-52 in the 1989 Troy Comprehensive Development Plan Update.

As stressed in Chapter 13, future industrial and office development are high priorities for the City. Industrial development is the continual focus in the Northwest Sub-Area where existing arterial corridors, and an interchange access, are planned along I-75 and Eldean Road. Smaller, but sizeable industrial areas are also planned along Stanfield Road, Washington Road and SR 55. Planned Washington and Wilson Road improvements will provide necessary capacity for future developments.

The City seeks “shovel ready” sites in which one to two hundred or more plus acres would have on site power, water, sewer, and infrastructure in place ready for a user. To acquire “shovel ready” sites, the City shall secure land options and coordinate in advance prior to industries coming to Troy with the necessary land owners, utility companies, real estate brokers, builders, contractors, etc.

Land Use

Consistent with the 1989 Troy Comprehensive Plan Update, the Northwest Sub-Area is Troy’s primary industrial use area. As recommended in Chapter 13, an approximate 2,000 acre industrial employment center is planned. This center will stretch south from Farrington Road, down to Eldean Road, with an interchange at I-75 and Eldean Road. Located in both Washington and Concord Township’s, the primary land use is agriculture. Two west–east tributaries running towards the Great Miami River split it into the upper and bottom half. Regional storm water drainage control is encouraged.

With Experiment Farm and Washington Roads improved as north-south Minor Arterials, and Eldean and Farrington Roads as east-west Minor Arterials, the area is suitable for industrial development, provided it is accomplished with municipal utilities. Existing water and sewer service in this area can easily be extended, but may necessitate another water tower depending upon the type of usage and long term volume.

With the planned Eldean Road interchange, areas north and south on Eldean Road just east of the interchange are designated for industrial use. The realignment of Lytle road and North Dorset Road to Eldean Road would provide the necessary road access for industrial uses south of Eldean Road and east of I-75 will need to be a planned development district due to the close proximity to Brook Park North residential area.

Commercial use is proposed for the existing I-75 and CR 25A interchange. This area is expected to have an increase in north- and south-bound motorists between the two urban service areas, thus increasing the probability of attracting a mix of office and retail development.

Following Lytle Road to CR 25A, an office/non-residential designation has been suggested on the north side, which is consistent with Miami County office uses that have already been established on CR 25A. On the south side, industrial use is most appropriate for the future, to fit with existing industry along Lytle and the railroad on the west end.

Areas shaded gray, but that are adjacent to or in between existing or future residential development, should be developed under a Planned Industrial Development District. With a required planned district, industrial developments must have a minimum of 200 feet of buffering consisting of landscaping and mounding when the lot is within 1,000 feet of an existing or future residential district. Planned Industrial Development Districts can be compatible with nearby residential uses so that the list of permitted uses are low intensity. Planned Industrial Developments are necessary in order to properly provide the protection of both residential and non-residential land investments. The Northwest Sub-Area has three future industrial land uses that should be developed as Planned Industrial Development Districts:

- West Stanfield on both the north and south sides;
- Southeast of the proposed Eldean interchange;
- Southeast of the Eldean Road and Washington Road intersection.

Other industrial classified land uses in the Northwest Sub-Area, such as the Troy-West site along South Stanfield, include land already zoned but undeveloped. Of Troy's approximately 300-400 acres of viable industrial land supply, available industrial land is expected to reach build out in the next seven to eleven years. See absorption rates in Chapters 9 "Land Use" & Chapter 13 "Economic Development", goal #5. It is imperative that the City keep adequate industrial land supply to allow for business growth and to provide land for building expansions or relocations.

The Northwest Sub-Area has two Neighborhood Commercial designations located at Washington Road intersections at SR 41 and SR 718. Intended to only serve nearby neighborhoods and compliment adjacent uses, the Neighborhood Commercial District would service less than 5 acres with a Floor Area Ratio (FAR) of 0.1 at each of the locations (See Glossary for FAR). If more intense commercial uses are desired, a planned development district incorporating mixed use elements in a "town center" environment would be permissible as long as the adjacent uses are benefited (See Glossary for town center). The Neighborhood Commercial area at the SR 718 location, for example, should only permit uses that would enhance and benefit Concord School and residential homes nearby. Both locations have road realignments planned, since Washington Road serves as a major north-south collector on the west end of town. The

collector is expected to service increasing numbers of residential motorists as the west end of Troy increases in residential developments.

Commensurate with the housing need in the City and the extension of future utilities, both sides of Washington and SR 718 in the Northwest Sub-Area, would be suitable for general residential use. Very low density residential development of 1.09 units to an acre is recommended for this planning area. Higher densities may be recommended with a planned development district.

Transportation

Major existing roadways in this sub-area include CR 25A, SR 41, I-75, and SR 718. Many of the roadways in this sub-area are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

As described in the Northeast Sub-Area portion, access between the Northeast and Northwest quadrants is limited, so an additional bridge over the Great Miami River is needed to improve traffic flow throughout the area.

An additional transportation improvement viewed as important to Troy is the addition of a new interchange on I-75 at Eldean Road. This new interchange would help to reduce the volume of traffic at the SR 41/I-75 interchange, and would also benefit the general flow of vehicles between the Northeast and Northwest Sub-Areas. Funding for this new interchange has not been identified, however, federal funding appears unlikely as of 2004.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Northwest Sub-Area follows:

5 – Short term improvements to Washington Road to square the intersection at SR 718. This short-term improvement would increase safety at this intersection, especially with the proximity to the Concord School. The long term solution is described in Item 8.

6 – McKaig Road squared off at SR 718. There are several alignments for this to happen. The current angled intersection is poor and visibility and safety would be improved with modifications to the intersection.

8 – Realign Washington Road to Wilson at SR 718 (long term solution). The long term solution to this intersection is to purchase land and build a more gradual curve, with right angles at SR 718.

9 – Realign Washington Road at SR 41 and cut Old Washington off with a cul-de-sac near SR 41 with access only to the south. This improvement is being considered for

Safety funds from ODOT. The high volumes of traffic on SR 41, and the angles of the intersection, create problems for motorists.

10 – Realign Eldean on SR 41 to Forest Hill. Providing an intersection with more of a right angle will improve visibility.

12 – North Dorset Rd to Eldean Rd with a driveway to UVMC. Northern extension of N. Dorset, which could provide a second access point to UVMC.

13 – Eldean Interchange on I-75. The City would like to promote a new interchange on I-75 at Eldean. Alternative financing may be necessary, as state and federal funds may not be available for this project.

14 – Eliminate offset of Eldean at Experiment Farm Road. Roadway improvements to eliminate the offset of Eldean would improve traffic flow.

15 – Northern Connector Bridge over the Great Miami River. This new bridge over the Great Miami River will improve traffic flow between the northeast and northwest segments of town. The bridge is also expected to be completed prior to the replacement of the Adams Street bridge. A feasibility study started in 2004 to determine the best location for the bridge and the route to connect to Troy-Sidney Road.

23 – Connect Ridge Ave. offset at McKaig. Plans have been made to eliminate the offset of Ridge Avenue at McKaig to make one four-way intersection instead of two (2) three-way intersections.

25 – Water Street alignment improvements at Elm Street. Providing an intersection with more of a right angle will improve visibility.

26 – Cut Atlantic Street off with a cul-de-sac at Elm Street due to the bridge.

27 – Once the Railroad spur is abandoned, improvements at six (6) existing RR crossing can be made.

28 – Provide second entry to Carriage Crossing Plat – This will be achieved with the completion of the Carriage West Subdivision that is now under construction.

40 – Fox Harbor Drive connection to “Old Washington” cul-de-sac.

43 – Adams Bridge reconstruction. The Adams Street bridge is expected to be replaced or reconstructed in approximately 2010 or 2011. This would be a project of the County Engineer.

Southwest Sub-Area

Proposed General Development Pattern

The Southwest Sub-Area is bounded by SR 718 & McKaig Road east and west; I-75 south to Kessler-Cowlesville Road. This area represents Planning Areas 60-67, 104, 109-116 in the 1998 Miami County Comprehensive Plan; Planning Areas 12-27 in the 1989 Troy Comprehensive Development Plan Update; and Planning Areas 1, 13-16, and 55 of the 2003 Tipp City Comprehensive Plan.

Land Use

The Southwest Sub-Area is the part of the Troy community that is generally built-out, especially along McKaig Road, SR 718 and SR 55. Completed residential subdivisions blanket the south side of SR 55 and along Swailes Road to I-75. In the past, residential development has occurred without municipal utilities and proper storm water management control. Residential development is most likely to continue further south from Swailes to Monroe-Concord and then to Kessler-Cowlesville Road, but should only be developed in keeping with modern municipal standards. Both the 1998 Miami County Plan and the 2003 Tipp City Plan indicate low density residential for these areas.

Road improvements, including an extension of South Stanfield Road from McKaig Road SR 718 and Barnhart from Swailes Road to Monroe-Concord Road, will serve as minor collectors for local traffic as well as enhance future residential development. Other road improvements include Wilson Road realignment at SR 718 and SR 55 intersections. Wilson Road, similar to Stanfield and Dorset Roads, will serve as a major collector with limited access. A waterline was recently installed along Wilson Road, thereby increasing the development potential of the area.

Neighborhood Commercial District land uses are indicated on three areas of the Southwest Sub-Area map: the intersections of Wilson Road and SR 718, Wilson Road and SR 55, and SR 55 and Barnhart Road. Each of these areas should not be larger than 5 acres in size with a Floor Area Ratio of 0.1 (See Glossary for FAR). Uses at these intersections should be non-residential but compatible to neighboring properties. Based upon the developing needs of the City, an increase in either acreage and/ or FAR may be acquired but only through a planned development district incorporating a "town center" (See Glossary for Town Center) or mixed use concept.

Land on both sides of Wilson Road, just south of Peebles Road, is designated industrial. Because this land would be abutting residential on the west and east ends, the uses must be compatible. Land between Peebles and SR 55, primarily used as agriculture, should be developed as low density residential. Such residential development shall be commensurate with needs of the Troy community as reflected in this Plan. To achieve the City' desired housing diversity, a low density designation of 1.09 units an acre translating to a minimum of 40,000 square feet lots are needed.

However, higher densities and housing diversity is encouraged for the Southwest Sub-Area through a planned development district. A planned development incorporating mixed uses with various densities would also be found in keeping with the Plan.

Areas shaded gray, but that are adjacent or in between existing or future residential development should be developed under a Planned Industrial Development District. With the required planned district, industrial developments must have a minimum of 200 feet of buffering consisting of landscaping and mounding when the lot is within 1,000 feet of an existing or future residential district. Planned Industrial Development Districts shall be compatible with nearby residential uses so that the list of permitted uses are low intensity in nature. Planned Industrial Developments are necessary in order to properly provide the protection of both residential and non-residential land investments. The Southwest Sub-Area has three future industrial land uses that should be Planned Industrial Development Districts:

- Both sides of the future South Stanfield connection from McKaig Road to SR 718
- Both sides of Wilson Road south of Peebles Road to SR 55
- SR 55 along the Wilson Road and Nashville Road intersections

Overlapping uses are encouraged in the Planned Industrial Developments, consisting primarily of office with some service business.

General residential is indicated along Forrest Hill Road and the south side of SR 718. Without city services and improved infrastructure, land should remain active agriculture.

General residential is indicated along Nashville and Swailes Road areas as well as both sides of the future Barnhart Road connecting to Monroe-Concord Road. Because of existing nearby residential developments and poor access to major roads or to I-75, these areas are most suitable for residential development commensurate with City housing needs as reflected in this Plan.

Transportation

Major existing roadways in this sub-area include SR 55, I-75, and SR 718. Many of the roadways in this sub-area are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Southwest Sub-Area follows:

1 – Nashville squared off at SR 55. Improved angles at the intersection will improve safety.

2 – Wilson squared off at SR 55. Improved angles at the intersection will improve safety.

3 – Swailes connected to Wilson at SR 55. This new roadway segment would improve the traffic flow and accessibility in the southwest section.

7 – Wilson Road curves improved. Softening of the curves on Wilson will improve safety.

11 – Stanfield Road to Barnhart Road connector. This new roadway would provide more direct access for properties in the south area to gain northern access.

29 – Forest Hill connection to SR 55. This extension could eliminate Harter

30 – Square off Horseshoe Bend at SR 55. Improved angles at the intersection will improve safety.

32 – Square off Peebles at SR 718. Improved angles at the intersection will improve safety.

41 – Improve curves on Barnhart. Softening of the curves on Barnhart will improve safety.

Southeast Sub-Area

Proposed General Development Pattern

The Southeast Sub-Area is bounded by the east side of I-75; McKaig Avenue and East Main Street (SR 41); and south to Kessler-Cowlesville Road. This area represents Planning Areas 94 -102 in the 1998 Miami County Comprehensive Plan; Planning Areas 28-40 and 63-70 in the 1989 Troy Comprehensive Development Plan Update; and Planning Areas 2-5 of the 2003 Tipp City Comprehensive Plan.

Land Use

The Southwest Sub-Area is mostly built out in terms of development, but with some pockets of undeveloped ground mostly found just off of CR 25A and adjacent to nearby residential subdivisions. Available undeveloped land is mostly encumbered by physical constraints, particularly flood hazard areas, and the Taylorsville Dam Retarding Basin, which is controlled by the Miami Conservancy District. The area between Dye Mill Road and the Great Miami River is inaccessible to any major street network. Several mining extraction areas remain on the north and south sides of Dye Mill Road that will be used as recreation areas after reclamation, in the distant future.

Currently, water and sewer services are not provided by the City along CR 25A, Union Street, or Swailes Road. A waterline loop to Swailes and Dye Mill Road along CR 25A is feasible. With private investment, the Miami County sewer force main can be tapped into by area users along CR 25A.

Swailes and Dye Mill Roads both are slated for future road improvements. Widening and straightening Dye Mill Road to SR 41 will improve the accessibility for trucks. Jeep Street is planned for future connection to Dye Mill Road, allowing additional access for businesses along Race Street and Floral Avenue.

Industrial uses in the Southeast Sub-Area include the Waco Field, fronting Dye Mill Road and CR 25A. Further south on CR 25A are two other areas designated as future industrial land, consistent with the Miami County and Tipp City Plans.

Transportation

Major existing roadways in this sub-area include SR 55, CR 25A, and SR 202. Many of the roadways in this sub-area are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Southeast Sub-Area follows:

4 – Improve curves on Swailes Road. Softening of the curves on Swailes would provide a safer roadway.

19 – Dye Mill Road Improvements (5 phases). Dye Mill Road widening and improvement of the alignment is necessary. It is likely that this could be done in up to five (5) phases.

20 – Dye Mill to Swailes connection. This new roadway connection extends through flood plain and could be a concern of FEMA.

21 – Williams Street connections to Jeep and Patton. This new roadway will improve traffic flow in this neighborhood.

24 – Complete West Street. This will extend West Street with the segment from Garfield Street to Grant Street link.

27 – Once the Railroad spur is “branched”, improvements at six (6) existing RR crossing can be made

31 – Improvement at curves along Peters Road. The curves along Peters Road can be softened to provide a safer roadway.

38 – Connector between Dye Mill Road and SR 202. This is a long term project

39 – Southview Drive bridge connecting to Pleasantview subdivision. The bridge is a requirement of the next phase of the Pleasantview Subdivision.